OKLAHOMA CITY AIR LOGISTICS CENTER

TEAM TINKER



OC-ALC PARTNERING

17 November 2003

Edna McDaniel OC-ALC/MAWW



Overview

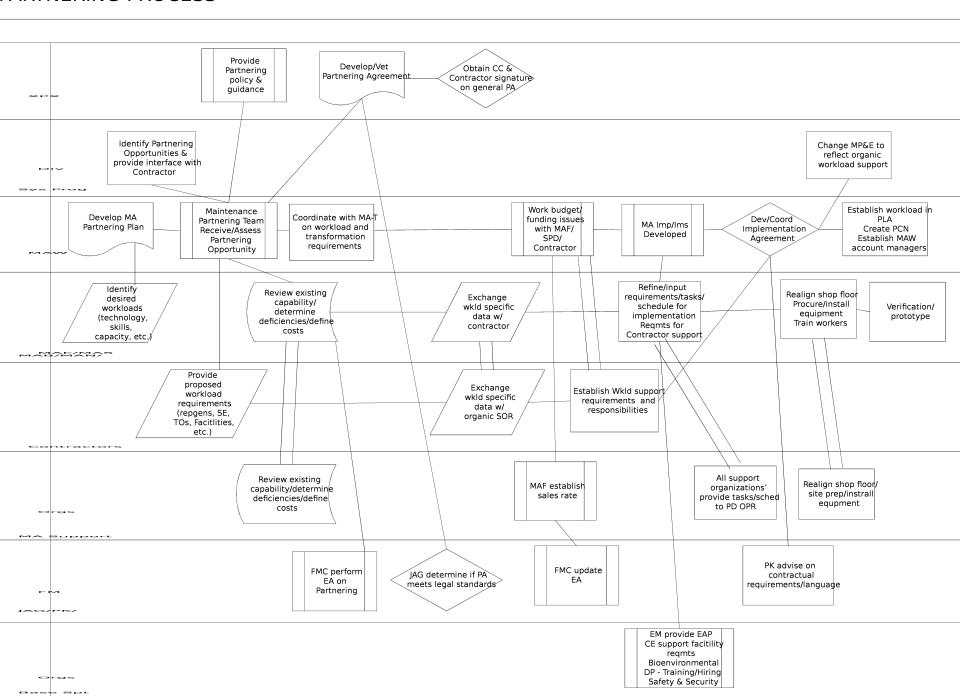


Partnering Process

Funding Flow

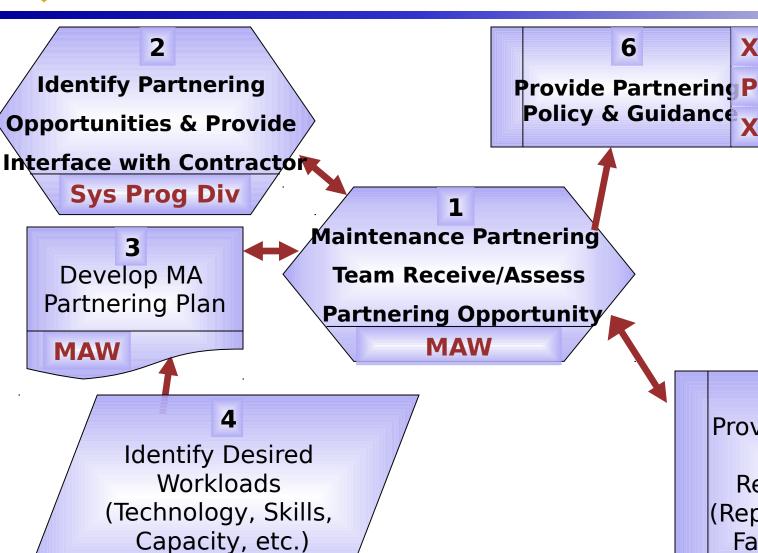
OC-ALC Partnering

PBA Process Flow









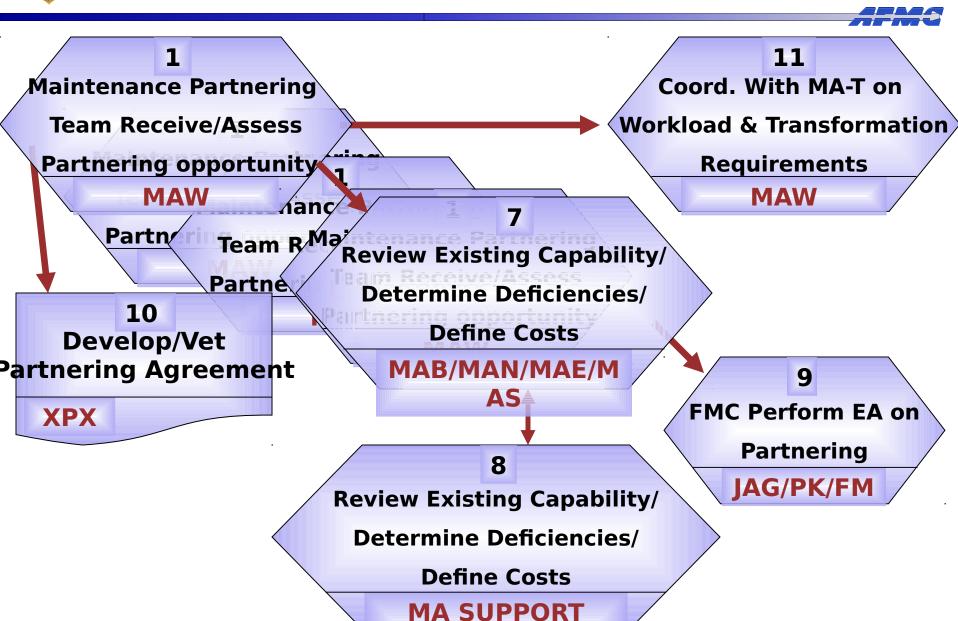
MAB/MAN/MAE/MAS

Provide Proposed
Workload
Requirements
(Repgens, SE, Tos Facilities, etc.)

S

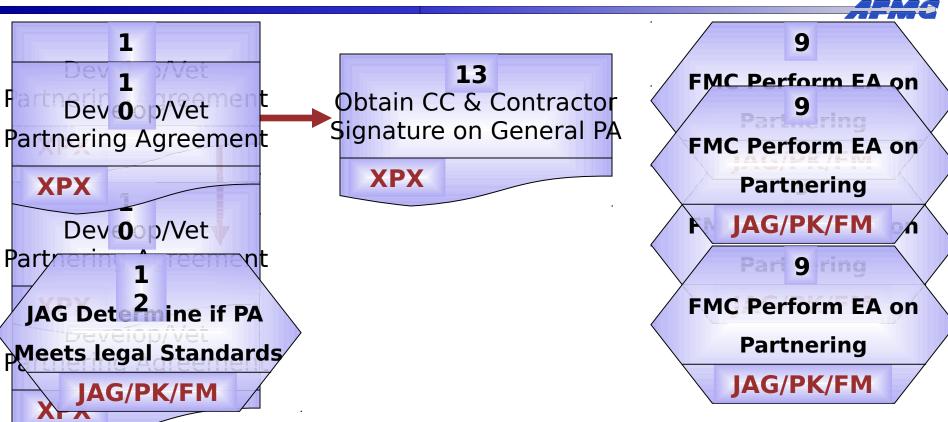






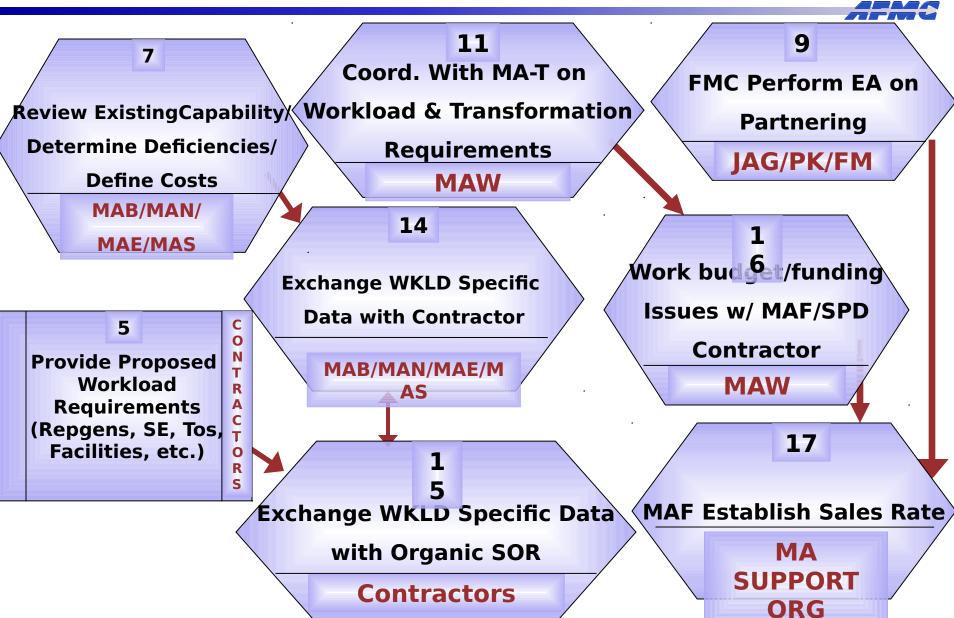






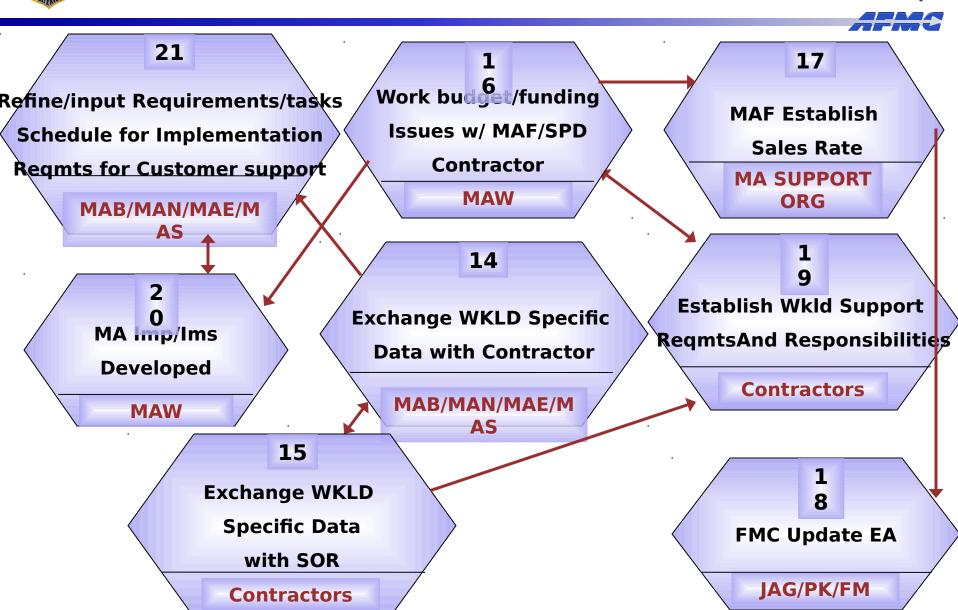






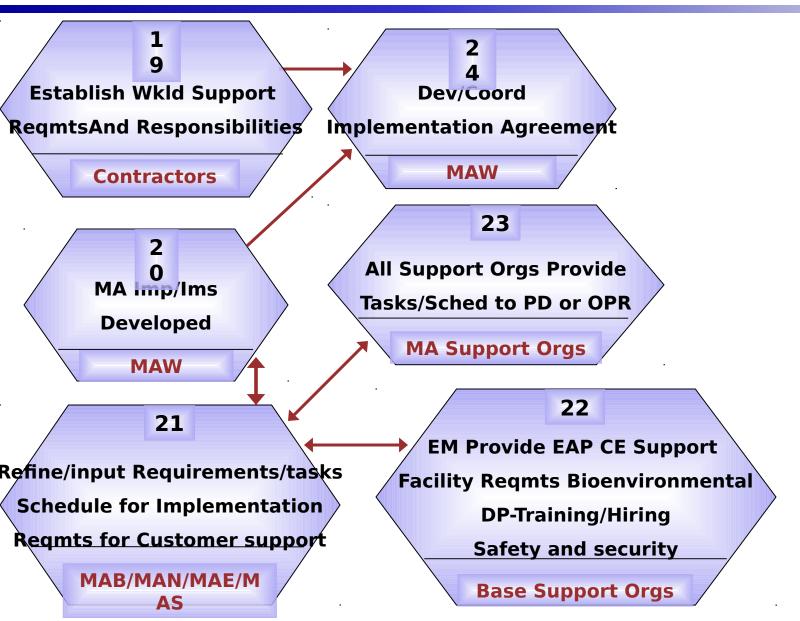






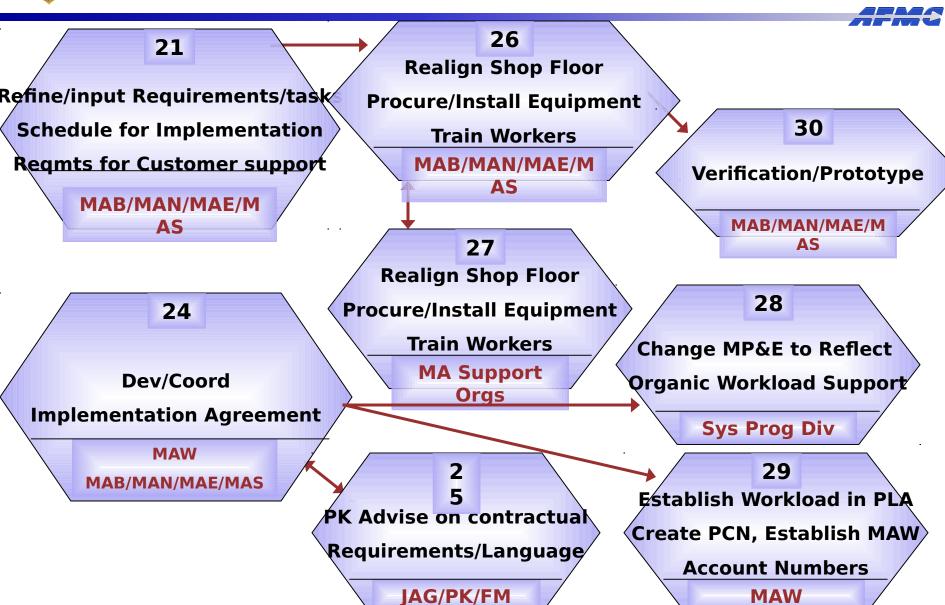














XPX







Obtain CC & Contractor Signature on General PA



SYS PROG DIV



Identify Partnering
Opportunities & Provide
Interface with Contractor
Sys Prog Div

Change MP&E to Reflect
Organic Workload Support

Sys Prog Div



MAW



1
Maintenance Partnering
Team Receive/Assess
Partnering Opportunity
MAW

Coord. With MA-T on
Workload & Transformation
Requirements
MAW

3Develop MA
Partnering Plan

MAW

Work bud 6 /funding
Issues w/ MAF/SPD
Contractor
MAW

2 0 MA imp/Ims Developed

MAW

Dev/Coord
Implementation Agreement

MAW

Establish Workload in PLA
Create PCN, Establish MAW
Account Numbers
MAW



MAB/MAN/MAE/MAS



4

Identify Desired Workloads (Technology, Skills, Capacity, etc.)

MAB/MAN/MAE/MAS

14

Exchange WKLD Specific Data with Contractor

> MAB/MAN/MAE/M AS

26
Realign Shop Floor
Procure/Install Equipment
Train Workers

MAB/MAN/MAE/M AS Review Existing Capability/
Determine Deficiencies/
Define Costs

MAB/MAN/MAE/M

21

Schedule for Implementation

Reqmts for Customer support

MAB/MAN/MAE/M AS

30

Verification/Prototype

MAB/MAN/MAE/MA



CONTRACTORS



Provide Proposed
Workload
Requirements
(Repgens, SE, Tos
Facilities, etc.)
R

Exchange WKLD Specific Date with Contractor

Contractors

Establish Wkld Support
ReqmtsAnd Responsibilities
Contractors



MA SUPPORT ORGS





Maintenance Partnering
Team Receive/Assess
Partnering opportunity
MA SUPPORT
ORGS

MAF Establish
Sales Rate
MA SUPPORT
ORG

All Support Orgs Provide
Tasks/Sched to PD or OPR
MA Support Orgs

Realign Shop Floor
Procure/Install Equipment
Train Workers
MA Support
Orgs



JAG/PK/FM



9
FMC Perform EA on
Partnering
JAG/PK/FM

JAG Determine if PA
Meets legal Standards
JAG/PK/FM

1 8 FMC Update EA

PK Advise on contractual Requirements/Language



BASE SUPPORT ORGS





22

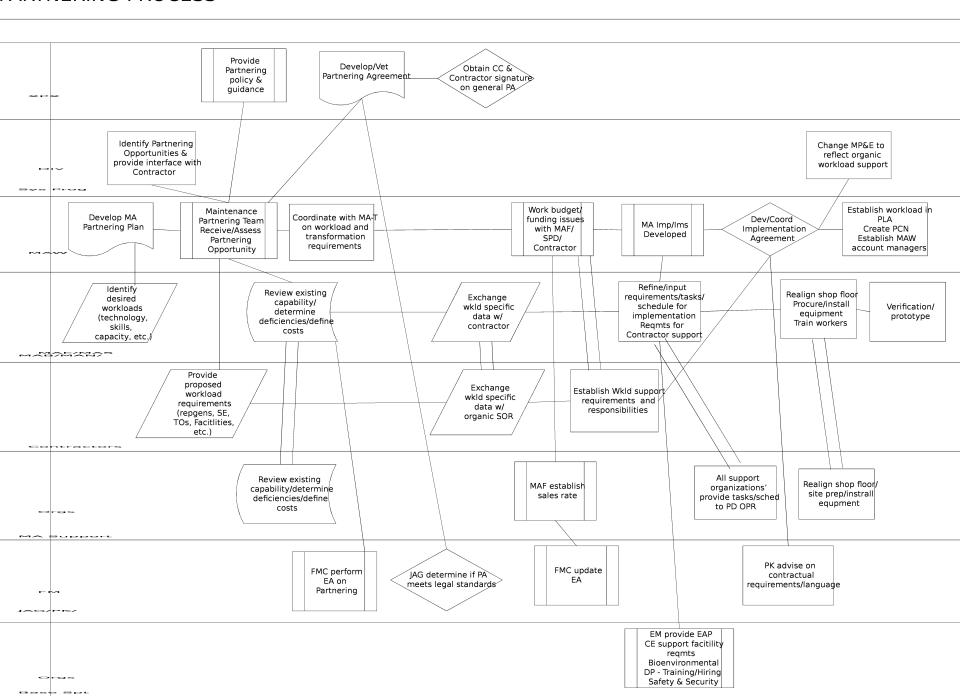
EM Provide EAP CE Support

Facility Reqmts Bioenvironmental

DP-Training/Hiring

Safety and security

Base Support Orgs



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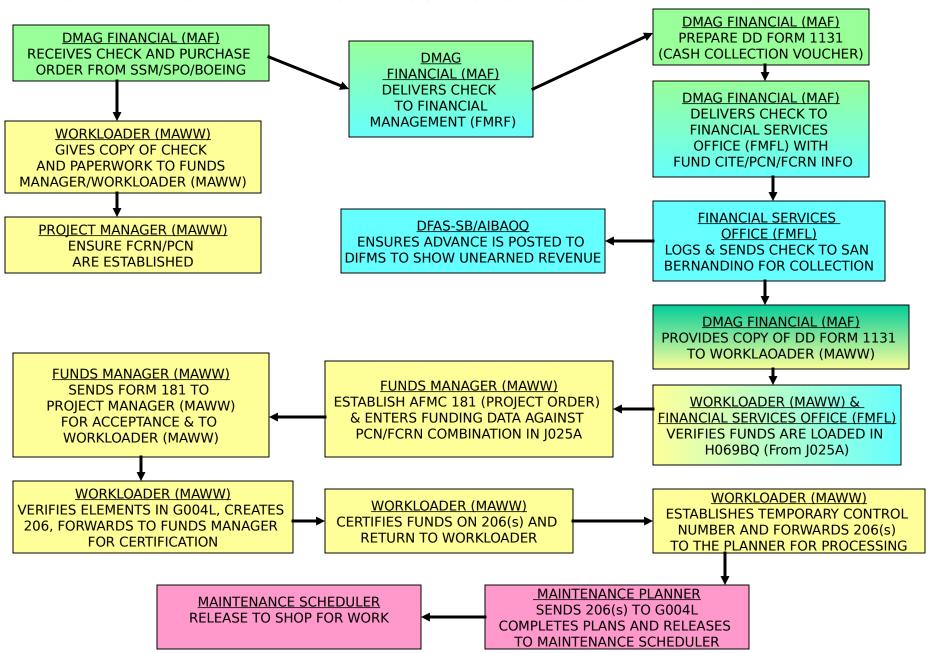


FUNDING FLOW

17 November 2003

Edna McDaniel OC-ALC/MAWW

OC-ALC C-17 PARTNERING FUNDING FLOW DIAGRAM



OPR: Phil Tucker, OC-ALC/MAWW, 339-2312, 12 NOV



FUNDING FLOW



- 5.0 Payment Process: Boeing will pre-coordinate with OC-ALC, in writing (electronically or otherwise), requirements to build NSN items listed in Implementation Agreement (IA), including planned need date(s) and all other information needed to complete a -206. Upon receipt by Boeing of estimated cost and delivery schedule information from OC-ALC, Boeing shall issue a funded Purchase Order to OC-ALC.Under this IA, Boeing will pay OC-ALC/MAFA, in advance, before any work begins. The following procedure is to be utilized:
- a. Boeing shall submit a funded PO addressed to:
- b. U.S. Treasure
 OC-ALC/MAFA
 Attn: Tricia Cannon
 3001 Staff Drive
 Post 2AH163A
 Tinker AFB, OK 73145
 USA
- b. Boeing shall submit a check or Electronic Funds Transfer payable to the U.S. Treasury with the PO to the above address.
- c. OC-ALC shall notify Boeing in advance of anticipated over runs on non-fixed price items so that addition funds can be obtained/provided. In the event OC-ALC is unable to complete its statement of work with the funds provided, on non-fixed

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TEAM TINKER

OC/Pratt & Whitney (P&W) Partnering Process Flow

17 November 2003

Lisa Harvey OC-ALC/MAEB Lisa.Harvey@tinker.af. mil

Integrity - Service - Excellen ce

OC/P&W Partnering Process Flow

- Partnering Efforts
- Interim Process Flow
- Proposed Process Flow
- Issues
- Summary



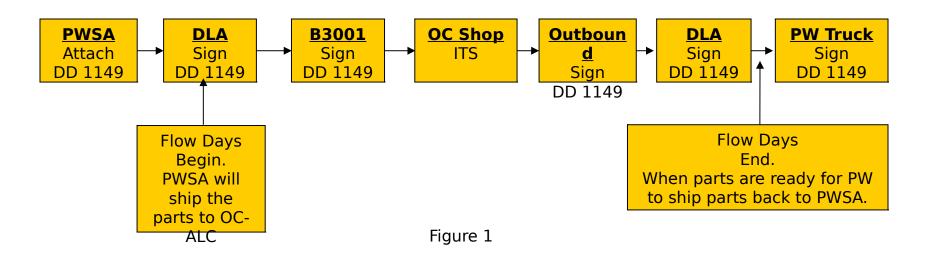
OC/P&W Partnering Efforts



- Existing
 - F100 Eddy Current Inspection
 - F100 Engine Test Cell
 - Special Technology Coating Facility
- Upcoming
 - F119 Overhaul/Repair
- Pre-positioned Temporary Work Orders (206) required for all partnering efforts



- Items shipped to DLA receiving area
- Special handled and transported to designated area (B3001 or Test Cell)



- No DLA involvement
- Contractor Managed Material provided via Eagle Supply
 - P&W material support operation
- Eagle Supply warehouse located near OC-ALC
 - Operations begin Jan 04
 - Allows for just-in-time deliveries
 - Contractor Managed Material tracked by P&W utilizing their Enterprise Resource Planning (ERP) system



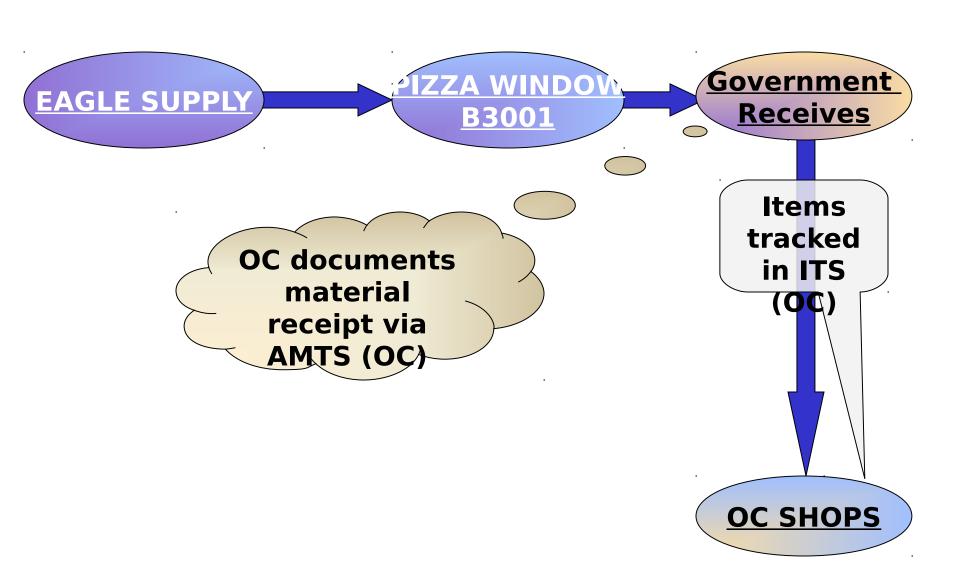
MATERIAL IN-BOUND:

- Transported to OC-ALC building 3001 via Eagle Supply Truck
- Processed at P&W receiving area (Pizza Window)
- Accountability transfer via Automated Maintenance Tracking System (AMTS)
- Routed to designated area by Government personnel



OC/PW Proposed Process Flow

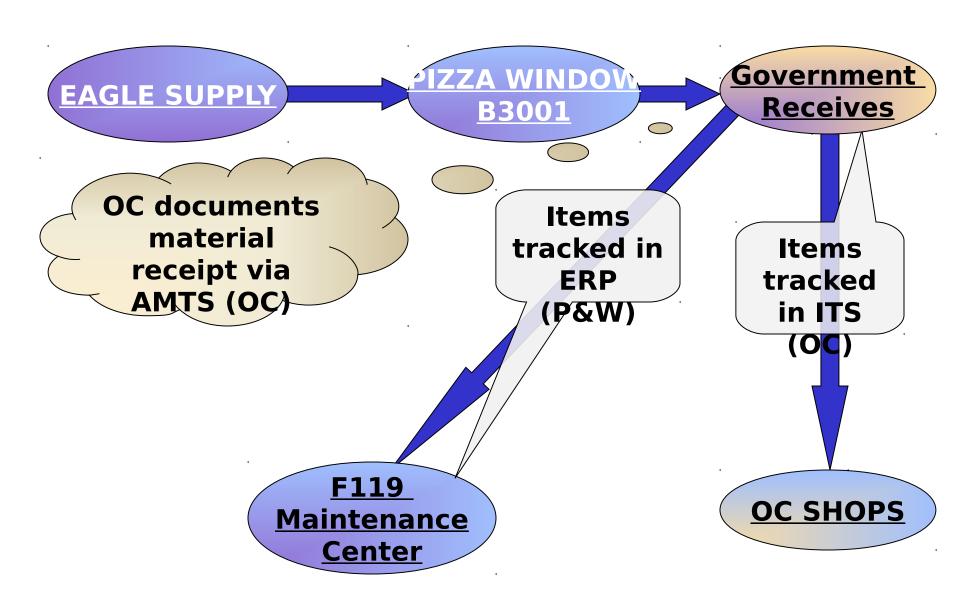






Proposed Process Flow



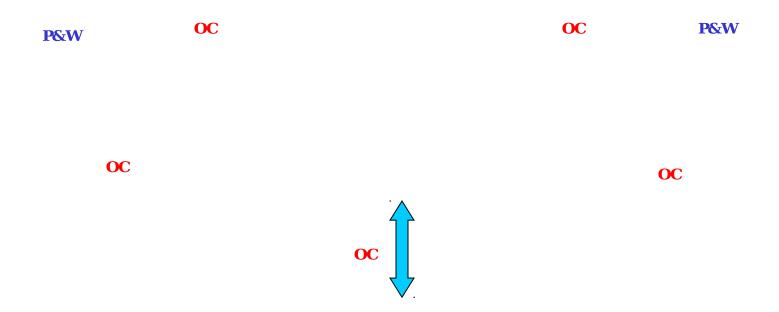


- P&W establish assembly/disassembly operations in B3001 by Jun 2004 (F119 Maintenance Center)
 - Provides initial equipment and tooling
 - Material and repair management
 - Provides all materials
 - Proprietary item repairs
- OC-ALC
 - Provide touch labor assembly/disassembly operations
 - Shop support (cleaning, welding, plating, heat treat, ECI, etc)
 - Non proprietary item repairs (Based on Best Value)
- Work share routed on Tinker between OC-ALC & P&W stations



F119 Process Flow

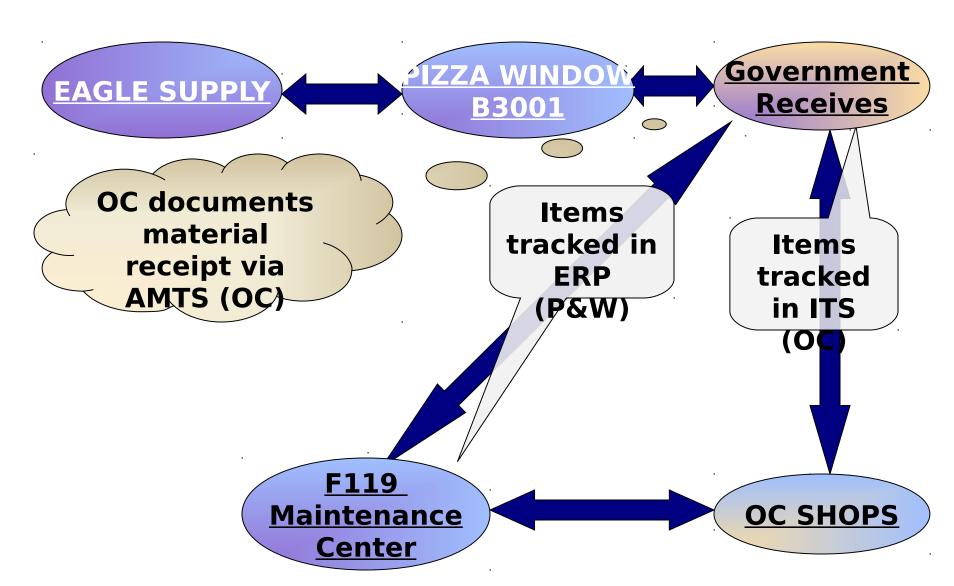






Proposed Process Flow







Summary



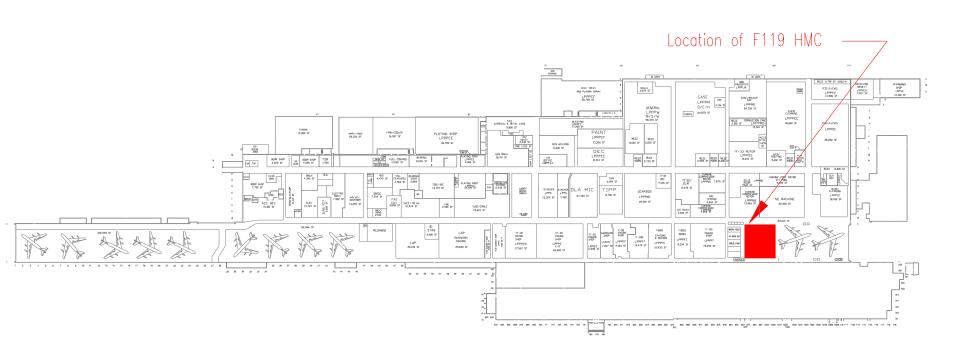
- Current partnering efforts requires special handling by DLA
- Proposed plan should stream-line deliveries
 - Door-to-Door delivery
 - AMTS decision pending
- Initial operations begin Jan 04
 - Ramping up for F119 support Jun 04



F119 Maintenance Center



Location





Issues



- AMTS
 - Approval needed for modification
 - Allow consistency with current operations
- Replacement of legacy systems

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OC-ALC PARTNERING

PBA

17 November 2003

Brian Burks OC-ALC/MAEB



PBA PUBLIC/PRIVATE

TEAM

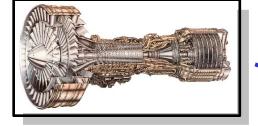




Airframe Fuel

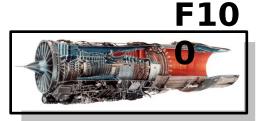


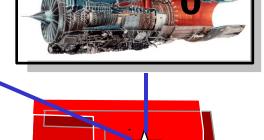




T5























systems, pricing leverage,

logistics

SUPPLY SUPPORT



TEAM

Organization	OC-ALC	KAC	DLA
Primary PBA function	Program Office	Depot Maintainer	Supply Chain Mar
BEQ - Customer negotiation; Forecast Funded Rep Generations by ELIN	Oblahoma City Air Logistics Center		
Determine NSN Requirements for each ELIN - compare past demand rate vs Forecasted Depot Replacement Rate	aboration Sup	AVIATION CENTER	
Supply Chain Management - sourcing,		ON MORO	GISTICAL STATE OF THE PROPERTY

Taking the best competency out of each sustainment organization to support the Warfighter



GFM TO CFM DLA ITEMS DOD EMALL





T56 NSNs DLA Managed

L00% Conversion

5,336

2,053

Total 9,740 NSNs

T56 USN

T56 USAF

■ Common

T56/TF39 DLA Combined
Annual Material Value

1,100

3,203

2,502

Total: 6,805 NSNs

TF39 NSNs DLA Managed

85% Conversion
30 Sep 03



DSCC

DSCR

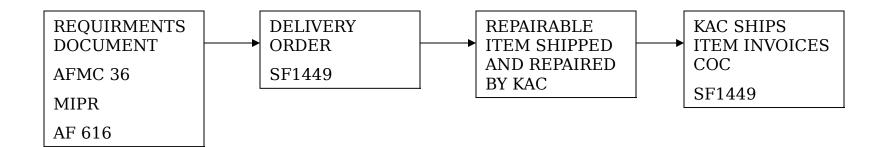
DSCP



PROCESS FLOW



- Teaming arrangement under 10 U.S.C. 2469(a)
- Normal Contracting Process



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C-17 PARTNERING

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Phil Tucker OC-ALC/MAWWB

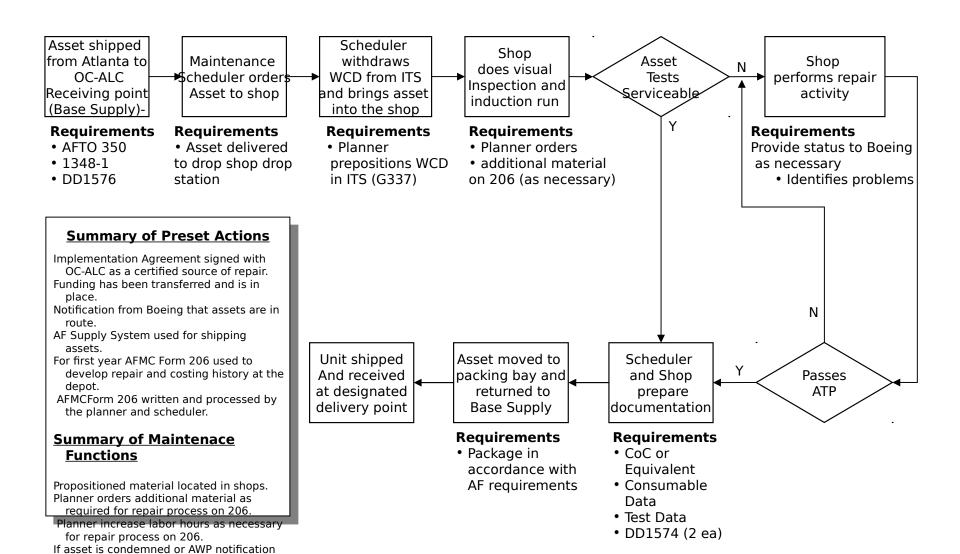


is made to Boeing at time of

identification.

OC-ALC C-17 Partnership





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AIRBORNE ACCESSORIES CHALLENGES

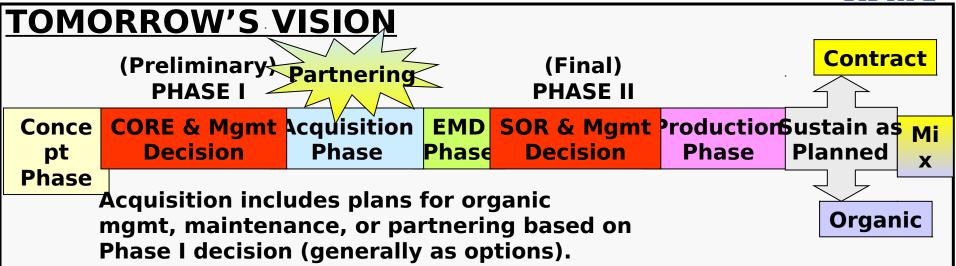
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Proposed AF Vision for New Acquisitions/Sustainment





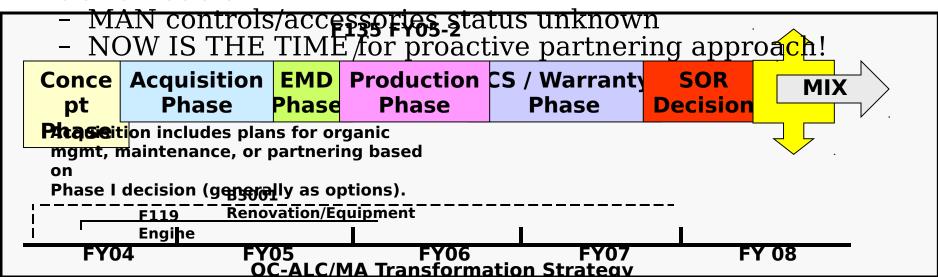
- <u>Phase I</u>: Early core decision & sustainment assignments allow us to leverage the acquisition to price organic resources (data / depot activation etc.)
- Phase II: Allows final decision (confirmation) of core requirements and assignments to be made based on "valid" supporting data
- Eliminates need for ICS period & avoids chance of unnecessarily duplication
- Incentivizes all parties to partner for best value—in all areas of support
- Accommodates evolutionary acquisition via co-dependence
- Allows sustainment managers to identify common solutions/capabilities early
- Avoids animosity (no source is established & then changed)



Engine and Accessories Workloads



- F119 organic SOR decision in Feb 89; Dec 99—HQ Memo reassigned to OC-ALC; F-22 required for Core— Dec 94
 - BRAC opened door for SPO F-22/F119 relook; SORAP proposed for FY08; three years past original IOC
 - Partnering became method of workloading ALCs
 - Engines workload transition starting in FY04; no MAN controls/accessories workload proposed
- F135/136 decisions pending; expected Core identification





Sustainment -- Future



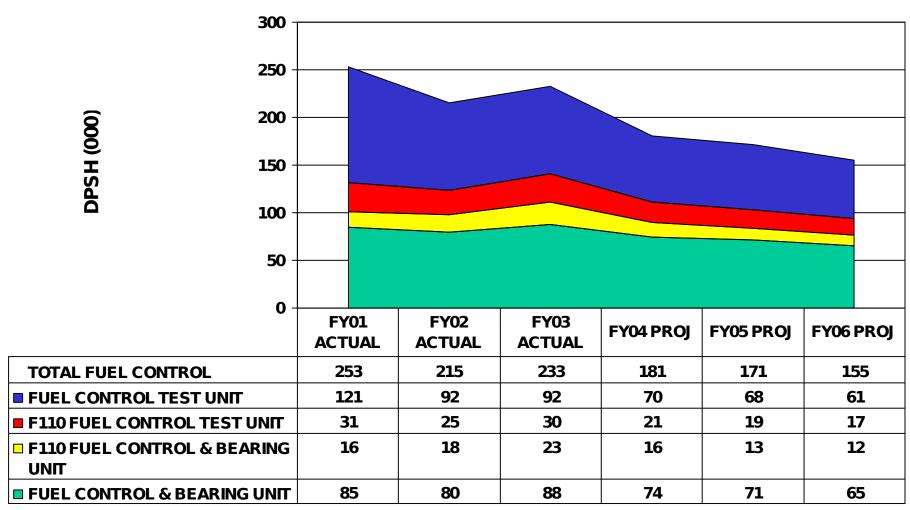
- Navy implementing the Vision on F135/F136; proactively involving Navy depot maintainer in early workload decisions
- JSF SPO providing slow or no data; identified BRAC as reason
 - Share info equally between services; no conflict
- Other issues:
 - Workload resulting from modifications of existing engines being contracted out (i.e. F110 engine control)

New technology outsourced + old technology phase out = Decreasing/No capability for Engine Related Technology Repair Center Assignment



Fuel Control





FY06 Decrease due to TF30-414 & F110-400 Navy Workload being discontinued.

AF F110 Engine Controls further reduce in out years based on outsourcing



Conclusion



- TRC V Engine Related Capability for Fuel Controls and other items will diminish to nonexistence without infusion of workload from new and upgraded engines
 - FA-22 and F119 acquisition contractual SOO opened door for vendor claims to proprietary
 - JSF/F-135/-136 following same path
 - Upgrades to existing engine components (i.e. F110) being outsourced
- Future upgrades to existing engine components must allow for organic support
- Maintenance involvement and strategic acquisition required on JSF to prevent F/A-22 situation